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# Editorial Page of "The Capital Journal"

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Editor and Manager.

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## THE BUSINESS VERNAL EQUINOX

With unusually heavy snowfall all over Eastern Oregon and Washington, there is every indication of an extraordinary wheat crop in those sections this year. The snow went off slowly and most of the moisture was absorbed by the soil, stored away for use next summer. The acreage is large and with prices certain to be maintained at their present mark, and possibly higher, the outlook for the farmers of the Inland Empire is rosy hued.

Then too, there is promise of an era of railroad building that will connect the widely severed sections of the eastern part of the state and make it possible for them to communicate with each other without passing through two or three states to get back into Oregon, and to the point they wish to reach.

There is not much talk about the system of roads Mr. Strahorn has outlined, but he and those interested with him, are busy getting rights of way, making preliminary surveys and arranging for the capital to put the scheme through. It will mean much to that section of the state especially, and is of vast importance to the state at large.

The road from Eugene to Marshfield is practically completed, a bridge alone waiting for the final junction of the ends of the road to be made. Within a month or two trains will be running to Marshfield. This leaves but one important road to be built, and that is the Natron cut-off, connecting Western Oregon with Klamath Falls, and giving Oregon a connection with Nevada when a short line is built to connect with the road at Lakeview.

All this means prosperity for the state, a new era of good times and splendid development. Some of it will get ripe this year and all of it in the near future. Oregon has had the greatest southing of its business sun, and that orb is now well on its way back, bringing the glow and warmth of a business Spring.

Easter comes this year on the twenty-third of April, which is within one day of being the latest date on which it can fall. It comes on the first Sunday after the first full moon on or after the twenty-first of March. The moon will be full this year on Monday, March 19, and had the day been Sunday instead of Monday, Easter would have fallen on the latest date possible. Ash Wednesday falls on March 17, forty days before Easter and Lent begins.

Dr. H. C. Bradley, of Madison, Wisconsin, recently told the University of Wisconsin physiology students that "human flesh, considered from the standpoint of proteins and digestibility is the ideal food." From the standpoint of taste the doctor's opinion would not work out so well, especially if the "human" was an old tobacco user. Then, too, some humans would disagree with the fellow who swallowed them, and find fault about the way they were being digested.

Hetty Green, the richest woman in America, has sold the old Eureka mine in Amador county, California, a great producer which has yielded \$22,000,000. The whole county held a celebration yesterday partly because the mine goes into the hands of people who will work it, and principally over the fact that it is the only good thing Hetty ever let go of. It was the uniqueness and rarity of the event that caused the hilarity.

Congressman Randall, of California, has introduced a resolution requesting President Wilson to recommend immediate government manufacture of gasoline. Evidently he is getting ready to get in the presidential race, and is putting up the winning bid for the auto owners support. If he wins, he will get it; besides enough votes from those who would like to put a crimp in Standard Oil, to elect him hands down.

In Los Angeles warnings are posted in many places requesting all persons to refrain from sneezing. This is in line with the California judge who issued an injunction forbidding lions and tigers in a circus menagerie, roaring.

## JITNEY BATTLESHIPS

New York will soon have a fleet of jitney battleships for land service. There will be forty of them, all heavily armored and surmounted by turrets with machine guns. A model already completed is a curious spectacle. It is simply a motor car, with a chassis of well-known make, boiler plated and bullet proof all over, and able to run forward or backward with equal facility. There is room inside of it for several men. One such craft, with a capable crew and proper outfit of guns and ammunition, would be more than a match for a regiment of infantry.

These cars are copied to some extent from European types evolved by the war, but have several original features and are considered the best in the world. They are not costing New York anything, either, except an armory—or perhaps it's a garage—for housing the cars and \$60,000 to buy the necessary guns and equip the crews. The cars have been presented to the state by E. H. Gary, Henry C. Frick and several other men interested in the manufacture of armament.

They are good advertising for the armament business, no doubt. But that need not detract from their interest and value. If we ever have to defend our territory against invasion these jitney warships will be mighty valuable.

The Capital Journal today begins the publication of a series of short stories by the famous O. Henry, the premier short story writer of the world. The first of these stories is printed today and there will be one complete each Saturday for several weeks. Our readers will find many of these stories intensely interesting, and all of them told with the skill of a highly specialized writer.

With Portugal swipping ships and giving the Teuton allies a dare, and Spain ordering vast supplies of munitions in this country, it looks as though the Spring fever for fighting was about to draw both those countries into the midst of it. Portugal has shown extreme friendship for England and Spain's sympathies are with the Teutons.

The dispatches say Root is likely to come out for Roosevelt for president. This would sort of balance things up, for Roosevelt has certainly been out for Root for some time. Not long ago Teddy announced that of all the names suggested, that of Root was the most objectionable, and he could never consent to his nomination.

The German drive at Verdun is the hardest and so far the most successful move in the war zone in the past year. The Germans seem to outgeneral and outmaneuver the allies every time. If France could get another Corsican like Napoleon things would be more evenly balanced on the fighting lines.

Carl Freeburg confined in jail at New York wanted a drink, evidently pretty badly, for he slipped through the four inch space between the bars and got it. He was arrested on the way back, the officers pulling him missing a fine opportunity to study the swelling effects of beer by watching him try to get back.

The victim of a hold up at Chico, California, had a 17-year-old girl arrested charging that she "lured" him into the park where others relieved him of his wad. Had he refused to be "lured" he wouldn't have been held up or the girl arrested. Who is the real party to blame? Which the real criminal?

Portugal gave the Austrians and Germans still more cause for declaring war on her Thursday when she took possession of half a dozen more ships belonging to them. This is pretty bad breach of faith as the ships were entitled to the haven of a neutral port.



## HENPECKED

There's nothing spoils a mortal's life like living with a nagging wife. The husband who is daily stung and badgered by even a tongue, can only bear his load of grief, and long for death as a relief. "Why doesn't that poor skate arise," Unsympathetic Neighbor cries, "and put his foot down good and flat, and let his wife know where he's at? For every husband safe and sane will see he's boss of his domain." But what can a poor pilgrim do, if he is married to a shrew? If he rears up to speak a piece, the wife will quickly make him cease, for she can yell three times as loud, and has the backing of the crowd. And if he gathers up a chair, and with it

combs the lady's hair, of public wrath there'll be a storm—he is a fiend in human form. And if, worn out, he pulls his freight, the constables will search the state, and drag him to his home again, where he'll be sentenced to the pen. Of all positions dire, accursed, the henpecked husband's is the worst.

## STILL TALK ABOUT BRANDEIS

Washington, Feb. 25.—Collier's Weekly paid Louis D. Brandeis, superior court nominee, \$25,000 for five months' service in the Ballinger-Pinchott case.

Mark Sullivan told the senate subcommittee today, Brandeis appeared as counsel for L. G. Glavin in the case.

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## NATRON CUT-OFF LINE NOW WAITS ON COURT

Until the issues involved in the suit of the federal government to separate the ownership of the Southern Pacific's stock of the Central Pacific Railway company from it, completion of the Natron cut-off to Klamath Falls will not be undertaken. This statement is made by officials of the company. Early in December the government's case was submitted on argument at San Francisco for decision by the circuit court of appeals. A decision is expected momentarily.

The government's contention is that ownership and control of the Central Pacific's lines by the Southern Pacific company, which, over certain stretches, has a competing line, is in violation of the Sherman anti-trust act of congress. Whether the decision goes, it is regarded as certain that an appeal will be taken to the United States supreme court, causing at least a delay of two years before legal obstacles will be overcome.

When construction of the cut-off was stopped three or four years ago the new line of railway, reaching out along the middle fork of the Willamette river from Eugene and Natron, was built a distance of 42 miles from the latter place to Oakridge. Prior to the completion of the section to Oakridge the cut-off was built from Weed, Cal., to Klamath Falls, a distance of 86 miles, and before work was stopped the line was extended 41 miles farther north to Kirk. The gap between Kirk and Oakridge is from 115 to 120 miles, depending on which of several preliminary surveys is adopted.

**Frisco 100 Miles Nearer.**  
When the Natron-Klamath Falls cut-off is completed the distance by rail from Portland to San Francisco will be shortened approximately 100 miles, compared with the distance of 271 miles over the existing route.

Opposition of the Southern Pacific to dismemberment of the Central Pacific from its system, as now and for several years controlled and operated, is based on a showing that the original Central Pacific, extending from San Francisco eastward to Ogden and with a line running from Tehama northward to the Oregon line, is a valuable and necessary physical connection, the separation of which would be injurious to the Southern Pacific system, and that likewise to separate the Central Pacific lines from the allied lines would leave the latter without needed connections with other roads.

The building of the Natron-Klamath Falls cut-off, as far as completed and projected, has been carried through as an undertaking of the Central Pacific. It would avoid the excessive grades over the Siskiyou mountains and, besides bringing the Klamath Falls region in direct communication with Portland, would open a new and productive country to outside markets.

**Completion Seems Assured.**  
In the opinion of those who are familiar with the situation, if the government finally succeeds in dismembering the Southern Pacific and the Central Pacific the stock of the latter will have to be sold, and in that event the Union Pacific system, or more probably some other road now having its western terminus in Wyoming, the Chicago & Northwestern, or the Burlington or Rock Island, terminating in Colorado, would buy the Central Pacific and by extending westward to Ogden would have connection with the original line reaching San Francisco from the east. In that event the gap between San Francisco and Tehama, 100 miles, a Southern Pacific line through lease of the Oregon & California Railroad company, and the Natron-Klamath Falls cut-off, would likely be made a through route. From Eugene or Natron to Portland would involve construction of a new line unless the Oregon Electric could be negotiated with for a connection. In any event, it is regarded as certain that ultimately the cut-off will be completed as originally intended.

## OPEN FORUM

### THE COUNTY AGRICULTURIST

To the Editor: The farmers of Prosperous valley have been a wide awake bunch for several years.

In 1908 they organized a Jersey Bull association. They divided themselves into three clans. Each clan owned about forty head of pure blood and high grade Jersey cows. They sold off all other cattle. Then they called a meeting and decided on the strain of pure blood Jerseys they would go into. Each member supplied himself with at least one cow of the desired strain. The poorest farmer among them bought a heifer calf. Then the association bought three bulls of the same strain, being careful not to have them closer related than second cousins. They paid as high as three hundred dollars apiece. Each member paid in proportion to the value of the cows they were going to breed. The association furnished one bull to each clan. At the end of two years they exchanged bulls and again at the end of four years. The offspring from one of the bulls proved inferior milkers so the association sold him and bought another. But the offspring of another proved him to be an exceptionally good breeder. Many of his daughters entered the highest registry. One of them won second place in the butterfat production contest for her breed.

The association traded the bull for one with a similar reputation at the end of six years.

The members of the association have now sold off everything but their registered stock. Every breeder of Jersey cattle throughout the country knows of this herd for they are well advertised.

One day a stranger asked one of the members how they happened to get the association started. "Well," he answered, "the credit belongs to the county agriculturist. He coaxed us fellows, and kept explaining how it would work and what it would do for us for over a

## Feature No. 7

**MOOSE LODGE ALL STAR VAUDEVILLE SHOW**  
**THURSDAY, MARCH 2**  
**GRAND OPERA HOUSE**



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If youth, grace, ambition counts for anything and is appreciated by theatre goers, and lovers of dancing, then the Fleming & Hall act will be one continuous call for encores.

Miss Priscilla Fleming and Willard Hall, Salem's favorite dancers, will present to Salem theatre goers a Terpsichorean act, that has never been seen in Salem before.

Miss Fleming and Mr. Hall are so well mated and have studied their new act with such patience and care, that they have attained a grace, and refinement in the presentation of their modern dance, that this act will be a surprise to the audience.

Miss Fleming and Mr. Hall have graced the footlights for social affairs and lodges ever since they were eight years of age and the rapid strides they have made are bound to carry them to a successful career in the future.

Miss Fleming and Mr. Hall could easily secure dates upon the leading circuits throughout the United States, being rather young their parents believe it advisable to keep them at home for at least another year or two.

Miss Fleming and Mr. Hall are always in demand when local offerings present themselves and the Moose committee are certain that their act will meet up splendidly with the balance of the all star cast offered for this occasion.

Feature No. 8 will appear here Monday.

year before he could get us started. We put him in as manager because none of us farmers thought we had time for it. He kept the office, two years then we hired a manager who could give all his time to the work. We pay him eighteen hundred a year and his expenses.

The business keeps him going all the time now for the association has made a big growth. It now owns seven bulls, and besides the buying and selling of live stock the members buy nearly all their supplies through the association, they can get things so much cheaper.

"I tell you the county agriculturist has the farmers in this valley pulling together in pretty good shape. We have several organizations pertaining to agriculture in the valley that are doing a wonderful lot of good. We have improved our grains, fruits, potatoes and our different kinds of live stock, and never allowed the valley brand to be a great deal."

E. M. PETTYCREW,  
Salem, Oregon, Route 7.

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